(c) whether Government have entered into any negotiations in this regard; and

(d) if so, the details thereof?

THE MINISTER OF CIVIL AVIATION (SHRI SYED SHAHNAWAZ HUSSAIN): (a) and (b) No, Sir. However, some Scheduled Operators have been submitting proposals from time to time to Directorate General of Civil Aviation (Dte. GCA) for training of their pilots at Simulator Training Institutes in United Kingdom. These training institutes and training programmes are approved by the Directorate GCA. In the past, Jet Airways and Air India Limited have used the training facilities for training of their pilots. Sahara Airlines is using these simulators at present.

(c) No, Sir.

(d) Does not arise.

Security hazard at Mumbai Airport

3086. DR. ALLADI P. RAJKUMAR:

SHRI YADLAPATI VENKAT RAO:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether slums around the Mumbai Airport are a great security hazard;

(b) if so, the steps proposed to be taken to clear at least fifty feet area outside the boundary wall of the slums;

(c) whether it is also a fact that the Security of Mumbai Airport could be breached from slums surrounding the Airport; and

(d) the steps taken to make Mumbai Airport safe?

THE MINISTER OF CIVIL AVIATION (SHRI SYED SHAHNAWAZ HUSSAIN): (a) to (d) With the assistance of the State Govt, of Maharashtra, Slum Rehabilitation Authority (SRA) and Shivshahi Punarvasan Prakalp Limited (SPPL), a survey was conducted of the slum settlements, with a view to take appropriate measures to meet any possible consequent threat to security.

Subsequently AAI has sanctioned necessary amount as per rules towards rehabilitation of these slum dwellers and a partial payment of Rs. 7 crores has already been released as first instalment to SPPL towards the resettlement cost.

Further, Airports Authority of India, in consultation with the State Government of Maharashtra, has also identified a list of encroachments around Mumbai Airport, the operational boundary wall around the airport is being maintained as per laid down standards and special security posts have been established where slums are very close to the boundary of the airport.

Regular patrolling is also being carried out by the Airport Security Unit and a joint inspection is conducted daily by a team of officials, for checking breaches, if any, in the operational boundary wall and for timely remedial action.

Installation of DVOR at Jabalpur Airport

†3087. SHRI P.K. MAHESHWARI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the reasons for not giving OK certificate so far to DVOR installed at Jabalpur Airport togetherwith the reasons for the delay in this regard;

(b) whether any proposal to- install ILS category equipments at this airport is under the consideration of Government;

(c) if so, the details thereof; and

(d) by when Government propose to give the said certificate?

THE MINISTER OF CIVIL AVIATION (SHRI SYED SHAHNAWAZ HUSSAIN):(a) to (d) Doppler Very high frequency Omni Range (DVOR) has already been commissioned and notified on 7th February, 2002, at Jabalpur airport. There is no proposal, at present, to install Instrument Landing System (ILS) at this airport.

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†Original notice of the question was received in Hindi.